CLAIM AMENDMENTS

1-55 (Cancelled)

56. (New) An aperture closure member control arrangement, comprising:

pulse means operable to create a train of pulses as the closure member moves;

counter means operable to count pulses of the train;

control means operable to determine the position of the closure member from the pulse count and to provide an output for modifying the manner in which the closure member is driven, in accordance with the predetermined position;

wherein the control means determines at least one speed change position and a reversing position and causes, in use, the speed of the closure member to change as the closure member passes the speed change position in at least one direction, and causes, in use, the response to an obstruction to change as the closure member passes the reversing position in at least one direction.

57. (New) The arrangement of claim 56, wherein the pulse train is created, in use, by a sensor responsive to one or more features of an item driven by a drive means which drives the closure member.

58. (New) The arrangement of claim 56, wherein the pulse train is created, in use, by commutation of a DC motor used to drive the closure member.

59. (New) The arrangement of claim 56, wherein the counter means, in use, counts pulses created by different means at different positions of the closure member.

60. (New) The arrangement of claim 59, wherein the choice of pulses to be counted is changed as the closure member passes the speed change position.

61. (New) The arrangement of claim 56, wherein a speed change position is located near a fully open or fully closed position of the closure member, and the closure member is caused, in use, to slow down as the closure member passes the speed change position in the direction of the fully open or fully closed position.

62. (New) The arrangement of claim 61, wherein speed change positions are located near a fully open and near a fully closed position.

63. (New) The arrangement of claim 56, wherein the reversing position is located near the fully closed position of the closure member, and the closure member is caused, in use, to re-open when obstructed while closing, unless the closure member is between the reversing position and the fully closed position.

64. (New) The arrangement of claim 63, wherein the closure member is caused, in use, to stop when obstructed while closing, if the closure member is between the reversing position and the fully closed position.

65. (New) The arrangement of claim 63, wherein the reversing position is between the fully closed position and the or the corresponding speed change position.

66. (New) A method of controlling an aperture closure member, in which a train of pulses is created as the closure member moves, pulses of the train are counted and the pulse count is used to determine the position of the closure member and to modify the manner in which the closure member is driven, in accordance with the determined position, wherein at least one speed change position and a reversing position are defined, and the speed of the closure member changes as the closure member passes the speed change position in at least one direction, and the response to an obstruction changes as

the closure member passes the reversing position in at least one direction.

67. (New) The method of claim 66, wherein the pulse train is created, in use, by a sensor responsive to one or more features of an item driven by a drive means which drives the closure member.

68. (New) The method of claim 66, wherein the pulse train is created by commutation of a DC motor used to drive the closure member.

69. (New) The method of claim 66, wherein the pulse count is derived from pulses created by different means at different positions of the closure member.

70. (New) The method of claim 66, wherein the choice of pulses to be counted is changed as the closure member passes the speed change position.

71. (New) The method of claim 66, wherein the closure member is slowed down as the closure member passes the speed change position in the direction of the fully open or fully closed position.

72. (New) The method of claim 71, wherein speed change positions are located near a fully open and near a fully closed position.

73. (New) The method of claim 66, wherein the closure member is caused, in use, to re-open when obstructed while closing, unless the closure member is between the reversing position and the fully closed position.

74. (New) The method of claim 73, wherein the closure member is caused, in use, to stop when obstructed while

closing, when the closure member is between the reversing position and the fully closed position.

75. (New) The method of claim 74, wherein the reversing position is between the fully closed position and the or the corresponding speed change position.